

SIXTY - SIXTH
ANNUAL REPORT

OF THE
BOARD OF DIRECTORS

OF THE
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY

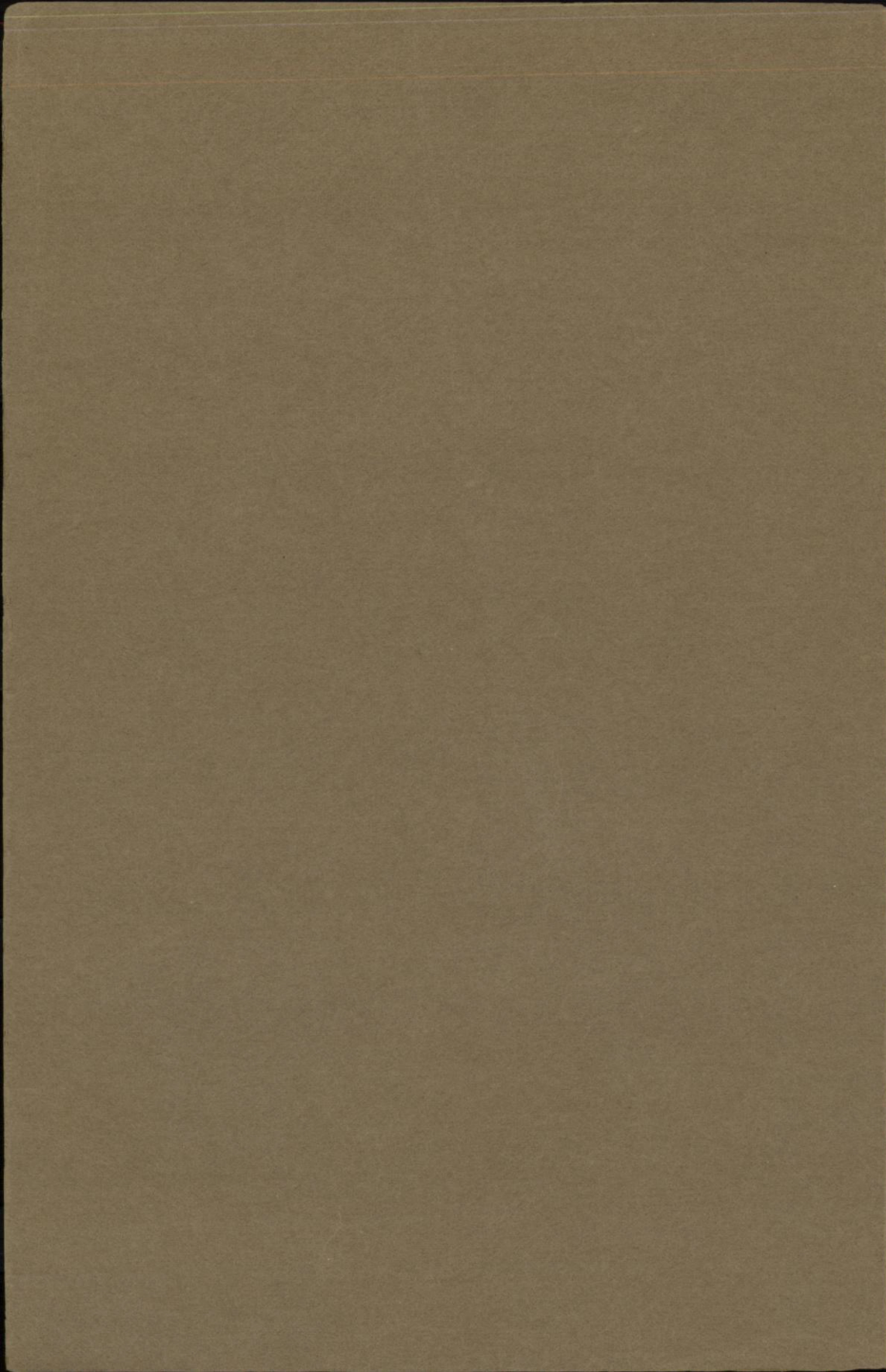
TO THE
STOCKHOLDERS

FOR THE YEAR ENDED DECEMBER 31, 1919

FAITHORN COMPANY, CHICAGO

STRAWBOARDS

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**SIXTY - SIXTH
ANNUAL REPORT**

OF THE

BOARD OF DIRECTORS

OF THE

**CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY**

TO THE

STOCKHOLDERS

FOR THE YEAR ENDED DECEMBER 31, 1919



CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

DIRECTORS

RALPH BUDD.....	ST. PAUL	THOMAS S. HOWLAND.....	CHICAGO
CHARLES W. BUNN.....	ST. PAUL	CHARLES E. PERKINS.....	BURLINGTON
CLAUDE G. BURNHAM.....	CHICAGO	FREDERICK H. RAWSON...	CHICAGO
ROBERT J. DUNHAM.....	CHICAGO	JACKSON E. REYNOLDS....	NEW YORK
HOWARD ELLIOTT.....	NEW YORK	SAMUEL C. SCOTTEN.....	CHICAGO
LOUIS W. HILL.....	ST. PAUL	OLIVER M. SPENCER.....	CHICAGO
HALE HOLDEN.....	CHICAGO		

EXECUTIVE COMMITTEE

HALE HOLDEN.....CHAIRMAN

RALPH BUDD	LOUIS W. HILL
CHARLES W. BUNN	CHARLES E. PERKINS
HOWARD ELLIOTT	SAMUEL C. SCOTTEN

OFFICERS

HALE HOLDEN.....	President and Chairman of Executive Committee, Chicago, Ill.
CLAUDE G. BURNHAM.....	Executive Vice-President, Chicago, Ill.
CHARLES E. PERKINS.....	Vice-President, Burlington, Ia.
THOMAS S. HOWLAND.....	Vice-President, Secretary and Treasurer, Chicago, Ill.
EDWARD P. BRACKEN.....	Vice-President, Chicago, Ill.
CONRAD E. SPENS.....	Vice-President, Chicago, Ill.
ELMER A. HOWARD.....	Vice-President, Chicago, Ill.
WILLIAM W. BALDWIN.....	Vice-President, Chicago, Ill.
HARRY R. SAFFORD.....	Assistant to the President, Chicago, Ill.
HARRY E. JARVIS.....	Assistant Secretary, Chicago, Ill.
WALTER J. JARVIS.....	Assistant Secretary, Chicago, Ill.
WILLIAM J. FABIAN.....	Assistant Treasurer, Chicago, Ill.
CHARLES M. CARTER.....	Assistant Treasurer, St. Joseph, Mo.
CARL J. ERNST.....	Assistant Treasurer and Assistant Secretary, Omaha, Neb.
OLIVER M. SPENCER.....	General Counsel, Chicago, Ill.
BRUCE SCOTT.....	General Solicitor, Chicago, Ill.
EDWARD M. SHELTON.....	Assistant to General Counsel, Chicago, Ill.
CHARLES I. STURGIS.....	Comptroller, Chicago, Ill.
HARRY D. FOSTER.....	General Auditor, Chicago, Ill.
ALBERT W. NEWTON.....	Chief Engineer, Chicago, Ill.
EDWARD T. NICHOLS.....	} Fiscal Agents, 32 Nassau St., New York.
NICHOLAS TERHUNE.....	
EUGENE A. BERNHOLZ.....	} Transfer Agents, 32 Nassau St., New York.
NICHOLAS STOCKHAMMER...	
FRANK S. BAGG.....	Transfer Agent, Chicago, Ill.
STATE STREET TRUST COMPANY.....	} Fiscal Agent and Transfer Agent, 33 State St., Boston, Mass.

ABOVE ARE DIRECTORS AND OFFICERS AS OF MAY 5, 1920

SIXTY-SIXTH ANNUAL REPORT

Chicago, January 1, 1920.

*To the Stockholders of the Chicago, Burlington & Quincy
Railroad Company:*

Throughout the year 1919 the transportation system of this Company remained under Federal control. The compensation for its use, as provided by the contract of October 8, 1918, between the Director General and this Company, was as follows:

Chicago, Burlington & Quincy Railroad Company..	\$33,360,683.11
Quincy, Omaha & Kansas City Railroad Company..	29,396.50
	\$33,390,079.61

These figures are based on the average net operating revenues of the Company for the three year period July 1, 1914, to June 30, 1917, inclusive. They are subject to a revision (not yet completed) by the Interstate Commerce Commission.

To preserve the continuity of record, this report contains accounts and tables of both the Corporate and Federal Administrations.

COMPARATIVE STATEMENT OF CORPORATE INCOME, YEARS ENDED DECEMBER 31

1919		1918
\$33,360,683.11	Standard return.....	\$33,360,683.11
\$ 284,839.10	Operating expenses (general).....	\$ 106,361.50
2,340,837.66	War tax accruals.....	2,479,363.11
\$ 2,625,676.76	Total operating expenses and taxes.....	\$ 2,585,724.61
\$30,735,006.35	Net.....	\$30,774,958.50
NON-OPERATING INCOME		
\$ 221,716.97	Rents.....	\$ 227,222.40
924,400.51	Dividends and miscellaneous interest.....	597,364.74
6.80	Miscellaneous income.....	2,377,760.95#
\$ 1,146,124.28	Total non-operating income.....	\$ 3,202,348.09
\$31,881,130.63	Gross income.....	\$33,977,306.59
DEDUCTIONS FROM GROSS INCOME		
\$ 49,167.11	Rents.....	\$ 53,085.99
6,669,586.79	Interest on funded debt.....	6,750,462.58
295,275.84	Interest on unfunded debt.....	74,253.92
56,711.24	Amortization of discount on funded debt.....	55,792.32
1,267,918.80#	Miscellaneous income charges.....	4,251,211.82#
\$ 8,338,659.78	Total deductions from gross income.....	\$11,184,806.63
\$23,542,470.85	Net income.....	\$22,792,499.96
DISPOSITION OF NET INCOME		
\$ 502,255.25	Sinking funds.....	\$ 841,892.51
8,867,128.00	Dividends.....	8,867,128.00
.....	Additions and betterments.....	10,265,850.98
\$ 9,369,383.25	Total disposition of net income.....	\$19,974,871.49
\$14,173,087.60	Income balance transferred to profit and loss..	\$ 2,817,628.47

#Includes "Lap-over" items credited and charged by Federal Administration.

The Federal Management was obliged to keep its accounts in accordance with the classifications and rulings of the Interstate Commerce Commission, which are in many instances at variance with the terms of the Agreement entered into by this Company with the Director General of U. S. Railroad Administration, and, pending final interpretation of said Agreement, this Company has temporarily used and has included in the above Income statement the charges and credits to the Corporation as made by the Federal Management.

MILEAGE

MILEAGE OF ROAD OPERATED ON DECEMBER 31, 1919

STATE	Line Owned			Operated Under Lease or Contract	Total Mileage Operated
	Main Line	Branches and Spurs	Total		
Colorado.....	214.11	180.25	394.36	34.97	429.33
Illinois.....	929.60	745.12	1,674.72	113.85	1,788.57
Iowa.....	371.68	993.44	1,365.12	73.44	1,438.56
Kansas.....	12.71	246.55	259.26	.91	260.17
Minnesota.....	23.61	.....	23.61	14.84	38.45
Missouri.....	593.59	528.68	1,122.27	13.19	1,135.46
Montana.....	134.38	.....	134.38	49.45	183.83
Nebraska.....	1,364.44	1,485.09	2,849.53	22.37	2,871.90
South Dakota...	48.88	230.52	279.40	.....	279.40
Wisconsin.....	222.33	.....	222.33	.53	222.86
Wyoming.....	572.71	120.91	693.62	29.64	723.26
Total.....	4,488.04	4,530.56	9,018.60	353.19	9,371.79

STATE	LINE OWNED					Total
	Miles of Road	Second Track	Third Track	Fourth Track	Yard Track and Sidings	
Colorado.....	394.36	.....	.....	.....	142.06	536.42
Illinois.....	1,674.72	466.82	42.40	5.41	1,070.45	3,259.80
Iowa.....	1,365.12	243.55	.....	.....	353.43	1,962.10
Kansas.....	259.26	.....	.....	.....	25.51	284.77
Minnesota.....	23.61	.....	2.25	.....	39.80	65.66
Missouri.....	1,122.27	113.13	.....	.....	437.17	1,672.57
Montana.....	134.38	.....	.....	.....	37.57	171.95
Nebraska.....	2,849.53	32.34	.....	.....	769.34	3,651.21
South Dakota...	279.40	.....	.....	.....	51.95	331.35
Wisconsin.....	222.33	136.65	.....	.....	76.18	435.16
Wyoming.....	693.62	3.66	.....	.....	249.52	946.80
Total.....	9,018.60	996.15	44.65	5.41	3,252.98	13,317.79

The changes during the year were:

Decrease in road owned	.	.	1.24 miles
Decrease in line operated	.	.	1.20 miles

CAPITALIZATION

CAPITAL STOCK

Number of Shares	Total Par Value Authorized and Outstanding	Dividends declared During the Year	
		Rate	Amount
1,108,391	\$110,839,100.00	Regular 8%	\$8,867,128.00

The capital stock outstanding remained without change during the year.

FUNDED DEBT

Nominally Issued	Actually Issued				Interest Accrued During Year on Bonds "Actually Out- standing"
In Treasury	Reacquired			Actually Outstanding	
	In Treasury	Pledged	In Sinking Funds		
\$9,873,000	\$2,649,000	\$31,000	\$10,777,200	\$168,050,000	\$6,669,586.79

ACCRUED TAXES

	1919	1918	Increase or Decrease
Federal:			
Colorado.....	\$ 353,965.23	\$ 322,320.82	Inc. \$ 31,644.41
Illinois.....	1,235,621.19	1,090,545.12	Inc. 145,076.07
Iowa.....	736,750.28	704,282.00	Inc. 32,468.28
Kansas.....	108,767.83	84,649.15	Inc. 24,118.68
Minnesota.....	37,357.76	44,249.73	Dec. 6,891.97
Missouri.....	427,262.52	389,321.22	Inc. 37,941.30
Montana.....	101,802.11	84,903.18	Inc. 16,898.93
Nebraska.....	1,526,052.05	1,312,925.47	Inc. 213,126.58
South Dakota.....	143,279.80	127,513.17	Inc. 15,766.63
Wisconsin.....	352,485.51	362,224.82	Dec. 9,739.31
Wyoming.....	400,797.35	315,467.97	Inc. 85,329.38
Other States.....	189.02	219.67	Dec. 30.65
Total States.....	\$5,424,330.65	\$4,838,622.32	Inc. \$585,708.33
United States Government..	\$ 350,223.32	\$ 672,972.02	Dec. \$322,748.70
Total Federal.....	\$5,774,553.97	\$5,511,594.34	Inc. \$262,959.63
Corporate:			
United States Government War Taxes.....	\$2,340,837.66	\$2,479,363.11	Dec. \$138,525.45
Grand Total.....	\$8,115,391.63	\$7,990,957.45	Inc. \$124,434.18

STATISTICS OF OPERATIONS

ITEM	1919	1918	Increase or Decrease
	9,372,17	9,373,12		Dec. .95
Average mileage of road operated (miles).....			
TRAIN-MILES			
Freight—ordinary.....	18,339,552	20,243,046	Dec. 1,903,494
“ —light.....	206,825	253,808	Dec. 46,983
“ —total.....	18,546,377	20,496,854	Dec. 1,950,477
Passenger*.....	16,752,016	16,962,401	Dec. 210,385
Mixed.....	701,942	679,111	Inc. 22,831
Special.....	17,529	13,968	Inc. 3,561
Total transportation service.....	36,017,894	38,152,334	Dec. 2,134,470
Work service.....	723,242	883,021	Dec. 159,779
LOCOMOTIVE-MILES			
Freight—principal.....	18,552,242	20,507,410	Dec. 1,955,168
“ —helper.....	931,733	1,085,241	Dec. 153,508
“ —light.....	971,788	1,062,148	Dec. 90,360
“ —total.....	20,455,763	22,654,799	Dec. 2,199,036
Passenger—principal.....	16,714,760	16,921,038	Dec. 206,278
“ —helper.....	205,518	165,455	Inc. 40,063
“ —light.....	340,468	324,879	Inc. 15,589
“ —total.....	17,260,746	17,411,372	Dec. 150,626
Mixed train—principal.....	701,956	679,357	Inc. 22,599
“ —helper.....	7,088	5,628	Inc. 1,460
“ —light.....	8,659	7,129	Inc. 1,530
“ —total.....	717,703	692,114	Inc. 25,589
Special—principal.....	17,529	14,205	Inc. 3,324
“ —helper.....	1,190	1,568	Dec. 378
“ —light.....	514	197	Inc. 317
“ —total.....	19,233	15,970	Inc. 3,263

*Includes 37,256 motor-train miles in 1919, and 41,294 motor-train miles in 1918.

STATISTICS OF OPERATIONS—CONTINUED

ITEM	1919	1918	Increase or Decrease
CAR-MILES—Continued			
Special train—freight, loaded.....	157,104	160,134	Dec. 2,940
“ “—freight, empty.....	9,401	8	Inc. 9,393
“ “—caboose.....	15,023	11,480	Inc. 3,543
“ “—passenger.....	58,223	49,648	Inc. 8,575
“ “—sleeping, parlor and observation.....	4,881	2,648	Inc. 2,233
“ “—dining.....	539	315	Inc. 224
“ “—other passenger train.....	6,027	1,461	Inc. 4,566
“ “—total.....	251,238	225,694	Inc. 25,594
Total transportation service.....	910,126,524	953,730,853	Dec. 43,604,329
Work service.....	2,783,434	2,639,482	Inc. 143,952
FREIGHT SERVICE			
Tons—revenue freight.....	40,235,427	47,264,416	Dec. 7,028,989
“ “—non-revenue freight.....	9,142,154	10,114,758	Dec. 972,604
“ “—total.....	49,377,581	57,379,174	Dec. 8,001,593
Ton miles—revenue freight.....	11,952,720,771	14,162,605,344	Dec. 2,209,884,573
“ “—non-revenue freight.....	1,948,354,424	2,133,213,052	Dec. 184,858,628
“ “—total.....	13,901,075,195	16,295,818,396	Dec. 2,394,743,201
PASSENGER SERVICE			
Passengers carried—revenue.....	22,994,736	20,517,319	Inc. 2,477,417
Passenger miles—revenue.....	1,346,972,542	1,144,478,755	Inc. 202,493,787
REVENUES AND EXPENSES			
Freight revenue.....	\$107,019,787.98	\$104,492,837.47	Inc. \$2,526,950.51
Passenger revenue.....	35,345,284.78	28,052,904.79	Inc. 7,292,379.99
Passenger service train revenue.....	42,168,537.07	35,224,291.44	Inc. 6,944,245.63
Operating revenues.....	\$154,011,437.62	\$144,172,769.29	Inc. \$9,838,668.33
“ “—expenses.....	120,492,962.06*	112,067,616.18*	Inc. 8,425,345.88
Net operating revenues.....	\$33,518,475.56*	\$32,105,153.11*	Inc. \$1,413,322.45

*Corporation expenses not included.

RAILROAD COMPANY

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AVERAGES PER MILE OF ROAD

Freight-train miles.....	1,979	2,187	Dec.	208
Passenger-train miles.....	1,787	1,810	Dec.	23
Mixed-train miles.....	75	72	Inc.	3
Special-train miles.....	2	1	Inc.	1
Transportation service train-miles.....	3,843	4,070	Dec.	227
Work-train miles.....	77	94	Dec.	17
Locomotive-miles—transportation.....	5,200	5,619	Dec.	419
Freight service car-miles.....	84,687	90,012	Dec.	5,325
Passenger service car-miles.....	12,423	11,739	Dec.	684
Freight revenue.....	\$11,418.89	\$11,148.14	Inc.	\$270.75
Passenger service train revenue.....	4,499.34	3,758.01	Inc.	741.33
Operating revenues.....	16,432.85	15,381.51	Inc.	1,051.34
“ expenses.....	12,856.46*	11,956.27*	Inc.	900.19
Net operating revenues.....	3,576.39*	3,425.24*	Inc.	151.15
Ton-miles—revenue freight.....	1,275,342	1,510,981	Dec.	235,639
“ —all freight.....	1,483,229	1,738,569	Dec.	255,340
Passenger-miles—revenue.....	143,720	122,102	Inc.	21,618

AVERAGES PER TRAIN-MILE

Loaded freight car-miles—freight trains.....	28.36	26.69	Inc.	1.67
“ —mixed trains.....	3.87	3.50	Inc.	.37
Empty “ —freight trains.....	13.20	13.30	Dec.	.10
“ —mixed trains.....	1.42	1.33	Inc.	.09
Ton-miles—revenue freight.....	620.97	668.81	Dec.	47.84
“ —all freight.....	722.19	769.54	Dec.	47.35
Passenger train car-miles—passenger trains.....	6.86	6.40	Inc.	.46
“ —mixed trains.....	2.00	2.08	Dec.	.08
Revenue passenger-miles.....	77.17	64.87	Inc.	12.30
Freight revenue.....	\$5.56	\$4.93	Inc.	\$.63
Passenger service train revenue.....	2.41	2.00	Inc.	.41
Operating revenues.....	4.28	3.78	Inc.	.50
“ expenses.....	3.35*	2.94*	Inc.	.41
Net operating revenues.....	.93*	.84*	Inc.	.09

*Corporation expenses not included.

STATISTICS OF OPERATIONS—CONTINUED

ITEM	1919	1918	Increase or Decrease
AVERAGES PER LOCOMOTIVE-MILE			
Train-miles—freight trains.....	.91	.90	Inc. .01
Car-miles—freight trains.....	38.61	37.09	Inc. 1.52
Train-miles—passenger trains.....	.97	.97	.....
Car-miles—passenger trains.....	6.66	6.24	Inc. .42
Train-miles—mixed trains.....	.98	.98	.....
Car-miles—mixed trains.....	7.17	6.79	Inc. .38
Train-miles—special trains.....	.91	.87	Inc. .04
Car-miles—special trains.....	13.07	14.13	Dec. 1.06
AVERAGES PER LOADED FREIGHT CAR-MILE			
Ton-miles—revenue freight.....	22.60	25.78	Dec. 3.18
“ “ —all freight.....	26.20	29.66	Dec. 3.37
Freight revenue.....	\$.20239	\$.19019	Inc. \$.01220
AVERAGES PER CAR-MILE—PASSENGER			
Passenger-miles—revenue.....	18.83	17.14	Inc. 1.69
Passenger revenue.....	\$.49419	\$.42022	Inc. \$.07397
MISCELLANEOUS AVERAGES			
Miles hauled—revenue freight.....	207.07	299.65	Dec. 2.58
“ “ —non-revenue freight.....	213.12	210.90	Inc. 2.22
“ “ —all freight.....	281.53	284.00	Dec. 2.47
Miles carried—revenue passengers.....	58.58	55.78	Inc. 2.80
Revenue per ton of freight.....	\$2.65983	\$ 2.21081	Inc. \$.44902
“ “ ton-mile of freight.....	.00895	.00738	Inc. .00157
“ “ passenger.....	1.53710	1.36728	Inc. .16982
“ “ passenger-mile.....	.02624	.02451	Inc. .00173
Operating ratio.....	*78.24%	*77.73%	Inc. .51%

*Corporation expenses not included.

EQUIPMENT

CLASS OF EQUIPMENT	Number on Dec. 31, 1918	Number Added During Year	Number Retired During Year	Number on Dec. 31, 1919	Average Trac- tive Power All Locomotives and Average Capacity All Freight Cars
Steam locomotives.....	1,806	80	7	1,879	34,028
Freight-train cars:					
Box cars.....	31,715	34	729	31,020	
Flat cars.....	1,504		12	1,492	
Stock cars.....	7,368	120	580	6,908	
Coal cars.....	25,651	1,000	113	26,538	
Tank cars.....	340			340	
Refrigerator cars.....	2,779		84	2,695	
Caboose cars.....	773	2	12	763	
Other freight-train cars.....	93		2	91	
All classes of freight-train cars.....	70,223	1,156	1,532	69,847	41.79 Tons
Passenger-train cars:					
Coaches.....	664	3	1	666	
Combination passenger cars	148	2	3	147	
Other combination cars....	109		2	107	
Dining cars.....	44			44	
Parlor cars.....	14			14	
Baggage and express cars...	243		3	240	
Postal cars.....	48			48	
Other passenger-train cars..	37			37	
All classes of passenger-train cars.....	1,307	5	9	1,303	
Company service cars:					
Officers' and pay cars.....	32			32	
Ballast cars.....	2,146		72	2,074	
Derrick cars.....	21		1	20	
Steam Shovels.....	19			19	
Wrecking cars.....	19			19	
Other company service cars	2,689	57	71	2,675	
All classes of company service cars.....	4,926	57	144	4,839	
All classes of cars in service	76,456	1,218	1,685	75,989	
Floating equipment:					
Steamboats and tugboats...	3			3	
Barges, car floats and canal boats.....	56	4	13	47	
Other floating equipment...	9	2	2	9	
Total floating equipment.	68	6	15	59	

REVENUE FREIGHT CARRIED DURING THE YEAR

COMMODITIES		Number of Tons Originating on this Road	Number of Tons Received from Connecting Carriers	TOTAL	
				Number of Tons	Percent of Whole
Products of Agriculture	Grain.....	4,002,828	925,968	4,928,796	12.3
	Flour.....	636,776	211,782	848,558	2.1
	Other mill products.....	345,092	102,150	447,242	1.1
	Hay.....	265,576	93,298	358,874	.9
	Tobacco.....	2,439	10,303	12,742	.....
	Cotton.....	2,134	56,233	58,367	.2
	Fruits and Vegetables.....	670,936	896,597	1,567,533	3.9
	Other products.....	147,226	138,458	285,684	.7
	Total.....	6,073,007	2,434,789	8,507,796	21.2
Products of Animals	Live stock.....	2,003,439	398,855	2,402,294	5.9
	Dressed meats.....	310,905	17,343	328,248	.8
	Other packing house products.....	138,088	18,487	156,575	.4
	Poultry, game and fish...	97,864	95,264	193,128	.5
	Wool.....	9,699	14,884	24,583	.1
	Hides and leather.....	30,311	14,078	44,389	.1
	Other products.....	136,497	64,992	201,489	.5
	Total.....	2,726,803	623,903	3,350,706	8.3
Products of Mines	Anthracite coal.....	13,572	24,450	38,022	.1
	Bituminous coal.....	9,025,262	2,300,269	11,325,531	28.1
	Coke.....	68,221	114,045	182,266	.5
	Ores.....	49,344	370,609	419,953	1.0
	Stone, sand, etc.....	1,774,762	234,841	2,059,603	5.1
	Other products.....	90,110	302,945	393,055	1.0
	Total.....	11,021,271	3,397,159	14,418,430	35.8
Products of Forests	Lumber.....	306,245	2,325,308	2,631,553	6.5
	Other products.....	78,463	343,159	421,622	1.1
	Total.....	384,708	2,668,467	3,053,175	7.6
Manu- factures	Petroleum and other oils..	1,272,751	768,041	2,040,792	5.1
	Sugar.....	246,494	185,597	432,091	1.1
	Naval stores.....	16,583	11,166	27,749	.1
	Iron, pig and bloom.....	24,265	130,312	154,577	.4
	Iron and steel rails.....	10,711	159,734	170,445	.4
	Other castings and ma- chinery.....	173,874	260,071	433,945	1.1
	Bar and sheet metal.....	108,000	549,009	657,009	1.6
	Cement, brick and lime...	1,411,758	465,389	1,877,147	4.7
	Agricultural implements..	181,281	69,248	250,529	.6
	Wagons, carriages, tools, etc.....	67,543	126,127	193,670	.5
	Wines, liquors and beers..	39,717	18,548	58,265	.1
	Household goods, etc.....	54,856	46,788	101,644	.3
	Other Manufactures.....	555,975	754,485	1,310,460	3.2
	Total.....	4,163,808	3,544,515	7,708,323	19.2
Miscellaneous.....		582,283	189,606	771,889	1.9
Less Car Load.....		1,600,329	824,779	2,425,108	6.0
Grand Total, All Commodities.....		26,552,209	13,683,218	40,235,427	100%

INVESTMENT IN ROAD AND EQUIPMENT DURING THE YEAR

ACCOUNT	New Lines and Extensions	Additions and Betterments	Total
Engineering	\$ 467.87	\$ 62,702.53	\$ 63,170.40
Land for transportation purposes		731,919.71	731,919.71
Grading	17,632.98	570,490.02	588,123.00
Tunnels and subways		16,366.84	16,366.84
Bridges, trestles and culverts	Cr. 2,371.51	1,154,375.21	1,152,003.70
Ties		53,852.83	53,852.83
Rails		362,118.50	362,118.50
Other track material		500,354.18	500,354.18
Ballast		58,691.93	58,691.93
Track laying and surfacing	Cr. 3,681.18	91,613.07	87,931.89
Right-of-way fences		14,174.12	14,174.12
Snow and sand fences and snow sheds		10,482.39	10,482.39
Crossings and signs	3,086.61	185,798.26	188,884.87
Station and office buildings		215,955.87	215,955.87
Roadway buildings		Cr. 25,747.43	Cr. 25,747.43
Water stations		158,051.70	158,051.70
Fuel stations		14,458.31	14,458.31
Shops and enginehouses		180,700.82	180,700.82
Telegraph and telephone lines		23,948.88	23,948.88
Signals and interlockers		566,020.76	566,020.76
Power plant buildings		21,027.51	21,027.51
Power distribution systems		1,715.84	1,715.84
Power line poles and fixtures		4,938.57	4,938.57
Miscellaneous structures		94,227.26	94,227.26
Paving		569.44	569.44
Roadway machines		42,842.58	42,842.58
Roadway small tools		1,355.93	1,355.93
Assessments for public improvements		73,866.94	73,866.94
Revenues and operating expenses during construction	Cr. 6,770.70		Cr. 6,770.70
Other expenditures—road		Cr. 3,669.95	Cr. 3,669.95
Shop machinery		123,874.92	123,874.92
Power plant machinery		10,432.77	10,432.77
Unapplied construction material and supplies		Cr. 9,568.97	Cr. 9,568.97
Total expenditures for road	\$8,364.07	\$5,307,941.34	\$5,316,305.41
Steam locomotives		\$2,493,979.61	\$2,493,979.61
Freight-train cars		Cr. 974,984.49	Cr. 974,984.49
Passenger-train cars		Cr. 21,993.03	Cr. 21,993.03
Floating equipment		Cr. 47,403.44	Cr. 47,403.44
Work equipment		Cr. 71,091.59	Cr. 71,091.59
Miscellaneous equipment		Cr. 50.90	Cr. 50.90
Total expenditures for equipment		\$1,378,456.16	\$1,378,456.16
Organization expenses	\$100.50		\$ 100.50
Interest during construction		\$234,212.29	234,212.29
Total general expenditures	\$100.50	\$234,212.29	\$234,312.79
Grand Total	\$8,464.57	\$6,920,609.79	\$6,929,074.36

During the year the Funded Debt outstanding in the hands of the public was reduced by \$6,549,300. This reduction was as follows:

Iowa Division mortgage sinking fund bonds which matured October 1, 1919.....	\$ 6,116,000
Sinking fund bonds of 1921, bought.....	7,000
Sinking fund bonds of 1922 (Denver Extension), bought.....	426,300
	<u>\$ 6,549,300</u>
The capitalization of the Company now outstanding is:	
Capital Stock.....	\$110,839,100
Funded Debt.....	168,050,000
Total.....	<u>\$278,889,100</u>

The operating revenue in 1919 was \$9,838,668.33 greater than in 1918, being an increase of 6.82%, divided as follows:

\$2,526,950.51 in Freight Revenue,
 7,292,379.99 in Passenger Revenue,
 19,337.83 in Incidental Operating Revenue.

The total tons of revenue freight carried decreased 7,028,989 or 14.9%. This was occasioned primarily by the slackening of business following declaration of the Armistice in November, 1918, and the coal strike in 1919. Coal tonnage alone decreased 5,730,768 tons. One item of traffic, however, that continued to increase in 1919 was oil, the tonnage originating on the road being 244,477 tons, or 23.8%, in excess of the previous year. The great bulk of this oil originates in Wyoming and our revenue in 1919 was \$5,190,190, as compared with \$837,352 in 1915. The potash industry in Western Nebraska, developed during the war when the importations into this country from Germany were discontinued, was closed down during most of the year in anticipation of renewed imports, but later developments indicate that the Nebraska manufacturers will be able to dispose of considerable of their product against this foreign competition, and shipments were resumed in the fall and about 900 cars moved from the vicinity of Alliance.

The average revenue per ton mile increased from 7.4 to 9.0 mills, or 21.6%, and the average revenue per freight train mile increased from \$4.93 in 1918 to \$5.56 in 1919; due to the general increase in freight rates effective throughout the entire year of 1919 and only from June 25th in 1918.

Tons carried per train mile decreased from 769.54 in 1918 to 722.19 in 1919, and tons per loaded car mile decreased from 29.66 in 1918 to 26.29 in 1919. This was due to the considerable decrease in tonnage carried and the fact that the largest item of loss was coal, which of course loads much heavier per car than other freight and is moved in heavy tonnage trains. Furthermore, during the war a very intensive

campaign was carried on for the heavier loading of cars and under the plea of necessity of conservation it was possible to secure the active co-operation and support of shippers, and the Railroad and Food Administration put into effect orders establishing large trade units for both transportation and sales. During 1919 we actually handled on the average more cars per train than in 1918: 41.23 in 1919, as compared with 39.83 in 1918. The following will show the effect of this reduction in average loading on various important commodities:

	Average Weight Per Car		Saving in Cars-1919 If Tonnage Had Been Loaded Based on 1918 Average Per Car
	1919	1918	
Total Farm Products.....	28.89	30.48	15,326
Total Live Stock.....	10.53	10.77	5,081
Total Animal Products.....	17.32	19.42	5,913
Total Mine Products.....	45.03	45.80	5,205
Total Forest Products.....	26.60	27.27	2,839
Total Manufacturing Products.....	25.33	26.88	17,514
Household Goods and Emigrant Movables...	10.44	10.81	538
All Other Carloads.....	22.06	21.52	Cr. 694
TOTAL.....			51,722

The operating expenses for the year 1919 were \$8,603,823.48 greater than the previous year, being an increase of 7.67%, and the operating ratio increased from 77.81 to 78.42, details of same are shown in reports of the Comptroller, pages 35 to 39. This was due to advances in rates of pay, establishment of eight hour basic day with bonus over-time basis; also to increase in costs of materials and fuel.

There was a decrease in passenger train miles of 210,385 with an increase of 2,477,417 passengers carried. The average revenue per passenger mile increased from 2.45 cents in 1918 to 2.62 cents in 1919. The average revenue per passenger train mile was \$2.41 this year as against \$2.00 in 1918. The increase in passenger revenue was due to an order of the Director General effective June 10, 1918, establishing a basic rate of 3 cents per mile for both inter and intra-state movement with material advances in special tourist rates.

The revenue from mail traffic decreased \$44,305.30, this being one of the items on which no increase in rates had been made. However, the order of the Interstate Commerce Commission handed down in February will result in considerable increase in the revenue from mail, which will appear in the figures for 1920.

The revenue from express service shows a decrease of \$204,753.36; this service being operated by the American Railway Express Company under an agreement made with the Director General of Railroads.

During the year expenditures for investment in Road and Equipment amounted to \$5,316,305.41 in Road, \$1,378,456.16 in Equipment, and \$234,312.79 in General Expenditures; a total of \$6,929,074.36. No new construction projects of any magnitude were begun, and Capital Expenditures were directed primarily towards completion of construction projects already under way, to Additions and Betterments incident to a normal program of maintenance of the property and particularly towards minor improvements calculated to increase the traffic capacity of the road and to promote general efficiency of operation.

On account of the failure of Congress to pass the appropriation bill providing for a revolving fund to finance capital expenditures of the railroads and the resulting necessity of the Railroad Corporations providing funds out of the Standard Return from the Government, selling securities on an unfavorable market or borrowing at high rates of interest, expenditures for improved facilities and additional equipment were curtailed.

Work in connection with construction of the new Chicago Union Station and related facilities, by the Chicago Union Station Company, progressed slowly due to the labor and financial situation, work being confined largely to construction of retaining wall along the Chicago river, temporary rearrangement of mail and express facilities, new sewers and drainage and viaduct work.

Very little work was accomplished on the rebuilding of freight terminals in Chicago due to the same causes which affected the Union Station project. Some work was done on foundations of viaducts and Canal Street elevation and there was expended on this project during the year \$463,204.49, bringing the total cost to date up to \$1,683,972.75.

Construction of the Air Line Bridge over the Chicago River at 16th Street, Chicago, joint with the Illinois Central, Chicago & North Western and New York Central, was practically completed, this Company's proportion of cost being \$67,318.98. Construction of this bridge was in compliance with orders of the War Department in order to remove a swing bridge and provide a less restricted channel for navigation.

Extension to the west-bound yard at Clyde, Illinois, begun in 1918, was completed at an expenditure during the year of \$104,872.49.

Work on track elevation at Aurora, Illinois, was continued and good progress made on the program for the year consisting principally of grading and bridge work. There was expended on this project during the year \$470,846.57, bringing the total expenditures to date up to \$1,924,539.94.

New Engine Terminals begun in 1918 at Eola, Illinois, were completed at a cost during the year of \$75,877.88.

A normal program of bridge replacement and substitution of permanent for temporary structures was adopted and substantially completed. Construction of a permanent bridge over the Platte River at Northport, Nebraska, begun in 1918, was continued and was about 65 percent complete at the end of the year, the expenditures during the year amounting to \$179,930.65.

To take care of the increasing traffic on the Beardstown Division, work was begun on 5.17 miles of second track between Ayers and Durley and 8.54 miles between Waltonville and Sesser. Work on these projects was suspended by the Federal Administration about the middle of the year on account of lack of funds at the disposal of the Director General. There was expended on these projects during the year \$180,800.44.

Work on second track Waldron to Beverly, Missouri, begun in 1918, was also discontinued in June for the same reason, the expenditures for the year amounting to \$64,647.18.

Installation of automatic signals between Mendota and Galesburg, Illinois, and between Dietz and Ranchester, Wyoming, begun in 1918, was completed. Installation of automatic signals between Pacific Junction and Gibson, was begun and completed, and between Creston and Pacific Junction begun and 90 percent completed at the end of the year, the total expenditures for the year for automatic signals being \$450,782.72. The installation of automatic signals was actually completed during the year on 185 miles of road.

During the year 266 miles of new 100-pound and 90-pound rail were laid in main track at various points on the system and 186 miles of second hand rail, released by the new rail, were laid in main track on less important lines.

New power and equipment delivered during the year consisted of 60 freight and 20 switch locomotives, and 1,000 coal and 34 box cars. In addition there were manufactured at the company shops 2 way cars and 120 stock cars.

Land settlement and marketing work have been the outstanding features of the agricultural development work on the Burlington during the past year. Distinct progress was made in spite of the fact that under government control advertising for settlers was restricted.

About 6,000 inquiries for land were received and about 20,000 booklets distributed giving information about lands. Three new books about Colorado, Wyoming and Nebraska were published by the United States Railroad Administration.

1,451 cars of immigrants' effects were received on the McCook, Alliance, Sheridan and Casper division, and a total of 4,800 families located. 2,270,000 acres of land were homesteaded in Wyoming. This should bring 2,500 new families into Wyoming. About 16,000 acres of government irrigated farms were taken on the Shoshone and Ft. Laramie Projects, which means 228 new families. There was an extraordinary demand for these lands, 3,300 soldiers applying for only 80 farms on the Ft. Laramie unit. This business is largely the result of previous advertising. The demand for farms advanced land values from 50 percent to 100 percent throughout the entire territory.

Last year was the dryest year Wyoming has ever experienced. The agricultural department was asked to locate pasture and feed for hundreds of sheep and cattle men who were in need of assistance. Fifteen special feed bulletins were issued. Feed and pasture was found for 35,000 head of cattle. Fifty-two carloads of cotton seed cake were bought in Texas at an average saving of \$1.00 per ton for stockmen and farmers. Forty-five cars of hay and straw were bought through this department.

Assistance was given in the purchase of 181 head of high grade dairy cows shipped to western points. Burlington seed bulletins have brought about the transfer of 150,000 pounds of seeds for spring planting.

A potato exhibit car was operated on lines west in March. About 4,000 farmers were put in touch with improved methods and 2,700 pounds of pure certified seed distributed in small lots to farmers. Two carloads of seed potatoes were purchased as a result. A potato bulletin was published and 5,000 copies distributed. A special campaign to interest dry land farmers in producing seed potatoes for Texas growers has been started. 6,000 bulletins and posters on silos were distributed and several meetings held. The department has record of 290 silos built; 64 elevators, mills and feed warehouses were built last year.

It is gratifying to know that out of 5,511 employees of this Company who enlisted in the army or navy, 4,891 have returned to service.

Cordial relations existed throughout the year between the officers of the company and the federal officers having jurisdiction over your property.

Following is the report of the Comptroller.

By order of the Board of Directors,

HALE HOLDEN,
President.

REPORT OF THE COMPTROLLER

*To the Directors of the Chicago, Burlington & Quincy
Railroad Company:*

The following statements are herewith submitted:

- General balance sheet
- Income account
- Funded debt
- Description of outstanding bonds
- Sinking funds
- Operating expenses

The General balance sheet and Income account statements contain figures taken from the accounts of the U. S. Railroad Administration. The accounts for subsequent periods will take up modifications of these figures, in order that they may conform to the correct interpretation of the terms of the Agreement made with the Director General of the United States Railroad Administration.

The figure of Standard Return used in these accounts is subject to final revision by the Interstate Commerce Commission on completion of its review of the income accounts of the three years ended June 30, 1917, which is the so-called "Test Period."

As information and for the purpose of comparison with past and future years, there are included with these statements a statement of the income of the Federal Administration and a comparative statement of the income of the Corporation and Federal Administration combined.

CHARLES I. STURGIS,
Comptroller.

Chicago, January 1, 1920.

GENERAL BALANCE SHEET

December 31, 1919

ASSETS

Investments:

Property investment—road and equipment:

Road	\$397,990,461.94	
Equipment	93,630,792.16	
General expenditures	1,095,384.00	\$492,716,638.10

Sinking funds:

Book assets	\$ 10,865,895.95	
Company's own issues included, Par value	10,777,200.00	\$ 88,695.95
Deposits in lieu of mortgaged property sold		69,036.05
Miscellaneous physical property		924,210.01

Investments in affiliated companies:

Stocks	\$ 30,194,892.12	
Bonds	1,591,236.93	
Notes	429,257.57	
Advances	1,550,139.52	\$ 33,765,526.14

Other investments:

Stocks	\$ 2,510.00	
Bonds	7,373,948.00	
Notes	270,051.08	
Miscellaneous	275.00	\$7,646,784.08
Total investments		\$535,210,890.33

Current assets:

Cash	\$ 4,558,074.31	
Loans and bills receivable	5,842,271.94	
Traffic and car-service balances receivable	76,973.50	
Miscellaneous accounts receivable	1,119,994.37	
Rents receivable	16,703.43	
Other current assets	756,680.79	
Total current assets		\$ 12,370,698.34

Deferred assets:

Other deferred assets	\$ 342,486.25	
Total deferred assets		\$ 342,486.25
U. S. Government deferred assets		\$ 69,229,205.45

Unadjusted debits:

Insurance premium paid in advance	\$ 1,937.51	
Discount on funded debt	2,204,929.17	
Other unadjusted debits	977,126.03	
Total unadjusted debits		\$ 3,183,992.71
Grand total		\$620,337,273.08

GENERAL BALANCE SHEET

December 31, 1919

LIABILITIES

Capital stock:

Common Stock..... \$110,839,100.00

Long term debt:

Bonds held by the public.....\$168,050,000.00

Bonds held by trustees, account sinking funds..... 10,777,200.00

Bonds owned by the Company, unpledged..... 12,522,000.00

Bonds owned by the Company, pledged..... 31,000.00

Total.....\$191,380,200.00

Less bonds held by or for the Company, included in

above..... 23,330,200.00

Total long term debt.....\$168,050,000.00

Current liabilities:

Traffic and car-service balances payable.....\$ 32,749.22

Audited accounts and wages payable..... 189,420.41

Miscellaneous accounts payable..... 85,196.13

Interest matured unpaid..... 1,122,740.00

Dividends matured unpaid..... 551.25

Funded debt matured unpaid..... 235,600.00

Unmatured interest accrued..... 993,276.70

Other current liabilities..... 512,979.70

Total current liabilities..... \$ 3,172,513.41

Deferred liabilities:

Other deferred liabilities.....\$ 29,635.46

Total deferred liabilities..... \$ 29,635.46

U. S. Government deferred liabilities..... \$ 52,266,776.86

Unadjusted credits:

Tax liability.....\$ 2,356,878.51

Insurance reserves..... 1,395,356.64

Accrued depreciation—Equipment..... 38,565,836.59

Other unadjusted credits..... 1,879,978.61

Total unadjusted credits..... \$ 44,198,050.35

Corporate surplus:

Funded debt retired through income.....\$ 31,447,393.10

Sinking fund reserves..... 10,802,558.85

Profit and loss..... 199,531,245.05

Total corporate surplus..... \$241,781,197.00

Grand total..... \$620,337,273.08

STATEMENT OF CORPORATE INCOME YEAR ENDED DECEMBER 31, 1919

Standard Return (annual compensation named in
Agreement with Director General of Railroads)..... \$33,360,683.11

Operating Expenses (General):

Salaries and expenses of general officers.....	\$ 129,214.91	
Salaries and expenses of clerks and attendants.....	30,847.86	
General office supplies and expenses.....	858.91	
Law expenses.....	61,136.43	
Insurance.....	1,597.18	
Stationery and printing.....	1,588.50	
Valuation expenses.....	7,229.99	
Other expenses.....	52,365.32	
Total operating expenses.....	\$ 284,839.10	
War tax accruals.....	\$ 2,340,837.66	\$ 2,625,676.76
		<u>\$30,735,006.35</u>

NON-OPERATING INCOME:

Income from lease of road.....	\$ 3,896.44	
Miscellaneous rent income.....	218,574.91	
Miscellaneous non-operating physical property.....	Dr. 754.38	
Dividend income.....	311,036.00	
Income from funded securities.....	368,838.91	
Income from unfunded securities and accounts.....	241,210.32	
Income from sinking and other reserve funds.....	3,315.28	
Miscellaneous income.....	6.80	\$ 1,146,124.28
Gross income.....		<u>\$31,881,130.63</u>

DEDUCTIONS FROM GROSS INCOME:

Rent for leased roads.....	\$ 31,882.67	
Miscellaneous rents.....	17,284.44	
Miscellaneous tax accruals.....	9,727.25	
Interest on funded debt.....	6,669,586.79	
Interest on unfunded debt.....	295,275.84	
Amortization of discount on funded debt.....	56,711.24	
Miscellaneous income charges.....	1,258,191.55	\$ 8,338,659.78
Net income.....		<u>\$23,542,470.85</u>

DISPOSITION OF NET INCOME:

Income applied to sinking funds.....	\$ 502,255.25	
Dividend appropriation of income:		
2 per cent March 25.....	\$2,216,782.00	
2 per cent June 25.....	2,216,782.00	
2 per cent Sept. 25.....	2,216,782.00	
2 per cent Dec. 26.....	2,216,782.00	\$ 8,867,128.00
		<u>\$ 9,369,383.25</u>
Income balance transferred to profit and loss.....		<u>\$14,173,087.60</u>

STATEMENT OF FEDERAL INCOME YEAR ENDED DECEMBER 31, 1919

OPERATING INCOME:

Railway operating revenues	\$154,011,437.62	
Railway operating expenses	120,492,962.06	
Net revenue from railway operations		\$33,518,475.56
Railway tax accruals	\$ 5,774,553.97	
Uncollectible railway revenues	31,580.46	\$ 5,806,134.43
Operating income		\$27,712,341.13

NON-OPERATING INCOME:

Rent from locomotives	\$ 137,117.76	
Rent from passenger-train cars	27,036.66	
Rent from work equipment	99,013.81	
Joint facility rent income	633,627.19	
Income from funded securities	116,925.13	
Income from unfunded securities and accounts	373,957.74	
Miscellaneous income	1,256,640.98	\$ 2,644,319.27
Gross income		\$30,356,660.40

DEDUCTIONS FROM GROSS INCOME:

Hire of freight cars-debit balance	\$ 1,050,012.84	
Rent for locomotives	75,966.06	
Rent for passenger-train cars	32,689.13	
Rent for work equipment	12,217.27	
Joint facility rents	2,281,719.06	
Interest on unfunded debt	22,359.02	\$ 3,474,963.38
Net income		\$26,881,697.02
Income balance transferred to profit and loss		\$26,881,697.02

CORPORATE AND FEDERAL COMBINED INCOME ACCOUNT
Year ended December 31, 1919, compared with previous year

	1919	1918	Increase or Decrease
OPERATING INCOME:			
Railway operating revenues:			
Transportation:			
Freight.....	\$107,019,787.98	\$104,492,837.47	\$2,526,950.51
Passenger.....	35,345,284.78	28,052,904.79	7,292,379.99
Excess baggage.....	274,571.24	226,269.08	48,302.16
Parlor and chair car.....	6.80	108.23	d 101.43
Mail.....	2,462,351.42	2,506,656.72	d 44,305.30
Express.....	3,357,014.47	3,561,767.83	d 204,753.36
Other passenger train.....	31,861.16	244,126.08	d 212,264.92
Milk.....	697,447.20	632,458.71	64,988.49
Switching.....	1,412,824.46	1,505,117.38	d 92,292.92
Special service train.....	39,879.74	31,881.90	7,997.84
	\$150,641,029.25	\$141,254,128.19	\$9,386,901.06
Incidental:			
Dining and buffet.....	1,121,018.45	778,819.59	342,198.86
Hotel and restaurant.....	460,899.16	248,777.58	212,121.58
Station and train privileges.....	21,636.80	11,642.22	9,994.58
Parcel room.....	26,455.47	17,415.77	9,039.70
Storage—Freight.....	122,417.95	60,395.11	62,022.84
Storage—Baggage.....	28,822.11	22,088.53	6,733.58
Demurrage.....	505,975.00	633,986.30	d 128,011.30
Telegraph and telephone.....	262,012.85	262,405.88	d 393.03
Stock yards.....	326,120.62	351,728.16	d 25,607.54
Rent of buildings and other property.....	172,717.66	175,130.25	d 2,412.59
Miscellaneous.....	163,091.92	207,393.64	d 44,301.72
	\$ 3,211,167.99	\$ 2,769,783.03	\$ 441,384.96
Joint facility—Cr.....	171,275.48	149,752.50	21,522.98
Joint facility—Dr.....	12,035.10	894.43	11,140.67
	\$ 159,240.38	\$ 148,858.07	\$ 10,382.31
Total railway operating revenues.....	\$154,011,437.62	\$144,172,769.29	\$9,838,668.33
Railway operating expenses:			
Maintenance of way and structures.....	21,487,642.86	19,996,385.84	1,491,257.02
Maintenance of equipment.....	32,422,400.51	29,726,986.52	2,695,413.99
Traffic.....	1,064,457.13	1,209,796.31	d 145,339.18
Transportation.....	60,170,509.84	56,825,202.78	3,345,307.06
Miscellaneous operations.....	1,786,870.50	1,370,722.10	416,148.40
General.....	4,183,847.18	3,502,856.31	680,990.87
Transportation for investment—Cr.....	Cr. 337,926.86	Cr. 457,972.18	120,045.32
Total railway operating expenses.....	\$120,777,801.16	\$112,173,977.68	\$8,603,823.48
Net revenue from railway operations.....	\$ 33,233,636.46	\$ 31,998,791.61	\$1,234,844.85
Railway tax accruals.....	\$ 8,115,391.63	\$ 7,990,957.45	\$ 124,434.18
Uncollectible railway revenue.....	31,580.46	16,357.57	15,222.89
	\$ 8,146,972.09	\$ 8,007,315.02	\$ 139,657.07
Operating income.....	\$ 25,086,664.37	\$ 23,991,476.59	\$1,095,187.78

d—Indicates decrease.

RAILROAD COMPANY

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CORPORATE AND FEDERAL COMBINED INCOME ACCOUNT

Year ended December 31, 1919, compared with previous year

	1919	1918	Increase or Decrease
Operating income.....	\$25,086,664.37	\$23,991,476.59	\$ 1,095,187.78
NON-OPERATING INCOME:			
Hire of equipment.....	\$ 263,168.23	\$ 338,483.47	d \$ 75,315.24
Joint facility rent income...	633,627.19	523,464.21	110,162.98
Income from lease of road..	3,896.44	7,089.28	d 3,192.84
Miscellaneous rent income..	218,574.91	220,872.00	d 2,297.09
Miscellaneous non-operating physical property.....	Dr. 754.38	Dr. 738.88	Dr. 15.50
Dividend income.....	311,036.00	303,153.00	7,883.00
Income from funded securi- ties.....	485,764.04	276,665.36	209,098.68
Income from unfunded se- curities and accounts....	615,168.06	433,051.57	182,116.49
Income from sinking funds..	3,315.28	5,086.98	d 1,771.70
Miscellaneous income.....	11,599.19	59,822.32	d 48,223.13
	\$ 2,545,394.96	\$ 2,166,949.31	\$ 378,445.65
Gross income.....	\$27,632,059.33	\$26,158,425.90	\$ 1,473,633.43
DEDUCTIONS FROM GROSS INCOME:			
Hire of equipment.....	\$ 1,170,885.30	\$ 466,519.40	\$ 704,365.90
Joint facility rents.....	2,281,719.06	1,956,529.80	325,189.26
Rent for leased roads.....	31,882.67	31,817.70	64.97
Miscellaneous rents.....	17,284.44	21,268.29	d 3,983.85
Miscellaneous tax accruals..	9,727.25	10,472.86	d 745.61
Interest on funded debt....	6,669,586.79	6,750,462.58	d 80,875.79
Interest on unfunded debt..	317,634.86	74,278.88	243,355.98
Amortization of discount on funded debt.....	56,711.24	55,792.32	918.92
Miscellaneous income charges.....	13,142.96	1,510.00	11,632.96
	\$10,568,574.57	\$ 9,368,651.83	\$ 1,199,922.74
Net income.....	\$17,063,484.76	\$16,789,774.07	\$ 273,710.69
DISPOSITION OF NET INCOME:			
Income applied to sinking funds.....	\$ 502,255.25	\$ 841,892.51	d \$ 339,637.26
Dividend appropriations of income.....	8,867,128.00	8,867,128.00	.....
For investment in physical property.....	.....	10,265,850.98	d 10,265,850.98
	\$ 9,369,383.25	\$19,974,871.49	d \$10,605,488.24
Income balance transferred to profit and loss.....	\$ 7,694,101.51	Def. \$3,185,097.42	\$10,879,198.93

d-Indicates decrease.

FUNDED DEBT OF THE CHICAGO,

Designation of Bond or Obligation	Term		Total Par Value Authorized	Total Nominally or Actually Outstanding
	Date of Issue	Date of Maturity		
MORTGAGE BONDS				
C. B. & Q. R. R.:				
General mortgage	Mar. 2, 1908	Mar. 1, 1958	\$75,120,000	\$ 75,120,000
Illinois Division	July 1, 1899	July 1, 1949	50,835,000	50,835,000
Illinois Division	July 1, 1899	July 1, 1949	34,165,000	34,165,000
Iowa Division mortgage sinking fund bonds	Oct. 1, 1879	Oct. 1, 1919	3,000,000	.....
Iowa Division mortgage sinking fund bonds	Oct. 1, 1879	Oct. 1, 1919	12,502,000	.....
Nebraska extension mortgage sinking fund bonds	May 2, 1887	May 1, 1927	29,441,000	20,401,000
COLLATERAL TRUST BONDS				
C. B. & Q. R. R.:				
Sinking fund bonds (Denver Extension)	Dec. 1, 1881	Feb. 1, 1922	7,968,000	7,310,200
PLAIN BONDS				
C. B. & Q. R. R.:				
Sinking fund bonds	Sept. 1, 1881	Sept. 1, 1921	4,300,000	3,549,000
Total . . . . .	.....	.....	\$217,331,000	\$191,380,200

BURLINGTON & QUINCY RAILROAD COMPANY

Nominally Outstanding, Held by or for Company			Actually Outstanding in Hands of Public	Interest		
In Treasury	Pledged as Collateral	In Sinking Funds		Rate	When Payable	Accrued During Year on Bonds Actually Outstanding
\$9,873,000			\$65,247,000	4	M. & S.	\$2,609,880.00
384,000			50,451,000	3½	J. & J.	1,765,785.00
189,000			33,976,000	4	J. & J.	1,359,040.00
				5	A. & O.	61,550.85
				4	A. & O.	134,220.01
2,076,000	\$31,000		18,294,000	4	M. & N.	731,760.00
		\$7,231,200	79,000	4	F. & A.	7,070.03
		3,546,000	3,000	4	M. & S.	280.90
\$12,522,000	\$31,000	\$10,777,200	\$168,050,000			\$6,669,586.79

DESCRIPTION OF OUTSTANDING BONDS

The amount of bonds outstanding, \$191,380,200, includes uncanceled bonds held in sinking funds, amounting to \$10,777,200.

C. B. & Q. General Mortgage 4's of 1958

This is a first mortgage on the Company's main line and branches, situated in the States of Illinois, Wisconsin, Minnesota, Iowa, Missouri, Nebraska, Kansas, Colorado, South Dakota, Wyoming and Montana, and includes its terminals in Chicago, Aurora, Galesburg, Peoria and East St. Louis in Illinois; St. Paul and Winona in Minnesota; St. Louis, Hannibal, Kansas City and St. Joseph in Missouri; Clinton, Dubuque, Burlington, Ottumwa, Des Moines and Council Bluffs in Iowa; Omaha and Lincoln in Nebraska; Denver in Colorado; and elsewhere, subject to prior liens of mortgages described on following pages.

	Miles
The mortgage covers.....	8,488.55
Of which there are subject to prior liens.....	3,667.39
Leaving the general mortgage 4's a first lien on.....	4,821.16

No changes during year

C. B. & Q. Illinois Division 3 1-2's and 4's of 1949

This is a first mortgage on the following mileage and the Company's terminals in Chicago and points on and east of the Mississippi River:

	Miles
Chicago, Ill., to Burlington, Iowa.....	204.04
Galesburg, Ill., to Quincy, Ill.....	99.91
South Aurora, Ill., to St. Paul, Minn.....	379.50
Rock Island, Ill., to East Alton, Ill.....	226.85
South Aurora, Ill., to West Chicago, Ill.....	12.35
Aurora, Ill., to Geneva, Ill.....	7.54
Montgomery, Ill., to Streator, Ill.....	57.55
Streator, Ill., to Walnut Junction, Ill.....	59.49
Sheridan Junction, Ill., to Paw Paw, Ill.....	19.54
Mendota, Ill., to Savanna, Ill.....	80.86
Buda, Ill., to Elmwood, Ill.....	44.82
Yates City, Ill., to Rushville, Ill.....	62.79
Galva, Ill., to New Boston, Ill.....	50.63
Galesburg, Ill., to Peoria, Ill.....	52.77
Galesburg, Ill., to Rio, Ill.....	12.22
Gladstone, Ill., to Arpee, Ill.....	23.38
Carthage Junction, Ill., to Quincy, Ill.....	71.21
Quincy, Ill., to East Louisiana and East Hannibal, Ill.....	46.33
Shabbona, Ill., to Barstow, Ill.....	88.42
Flag Center, Ill., to Rockford, Ill.....	23.50
Oregon, Ill., to Forreston, Ill.....	17.96
Galena Junction, Ill., to Galena, Ill.....	3.82
East Clinton, Ill., to Clinton, Iowa.....	.39
East Dubuque, Ill., to Dubuque, Iowa.....	.53
Total.....	1,646.40

These bonds may be redeemed by the Company on six months' notice, at 105 and accrued interest, upon any interest day after July 1, 1929.

No changes during year

C. B. & Q. Nebraska Extension 4's of 1927

	Miles.
This is a first mortgage on a section of the Republican Valley R. R., from Hastings to Aurora, Neb.....	27.75
And on a section of the Grand Island & Wyoming Central R. R., from Grand Island to Alliance, Neb.....	269.16
And is also secured by the deposit with the trustee of \$23,494,200 of the first mortgage bonds of the railroad companies whose roads are described below, viz.:	
Nebraska & Colorado R. R.	
De Witt, Neb., via Strang, Blue Hill and Holdrege, to west line of Nebraska.....	298.32
Fairmont, Neb., via Strang, to Chester, Neb.....	45.19
Edgar, Neb., to Superior, Neb.....	26.53
Kenesaw, Neb., via Holdrege, to Oxford, Neb.....	60.67
Omaha & North Platte R. R.	
Omaha, Neb., via Ashland, to Schuyler, Neb.....	80.59
Lincoln & Black Hills R. R.	
Central City, Neb., to Ericson, Neb.....	62.94
Palmer, Neb., to Arcadia, Neb.....	53.61
Greeley Center, Neb., to Burwell, Neb.....	40.38
Colorado & Wyoming R. R.	
From Junction with Nebraska & Colorado R. R., on west line of State of Nebraska to Junction with Cheyenne & Burlington R. R., on the south line of Wyoming.....	144.58
Cheyenne & Burlington R. R.	
From Junction with Colorado & Wyoming R. R., as above, to Cheyenne, Wyo.....	29.01
Oxford & Kansas R. R.	
Orleans, Neb., to a Junction with the Beaver Valley R. R., on the south line of the State of Nebraska.....	59.61
Beaver Valley R. R.	
From a Junction with the Oxford & Kansas R. R., as above, to St. Francis, Kan.....	74.18
Chicago, Nebraska & Kansas R. R.	
Odell, Neb., to Concordia, Kan.....	71.49
Republican Valley, Kansas & Southwestern R. R.	
Republican City, Neb., to Oberlin, Kan.....	78.23
Republican Valley & Wyoming R. R.	
Culbertson, Neb., to Imperial, Neb.....	49.17
Total.....	1,471.41

Sinking fund is 1 percent of the par value of all bonds issued payable annually on May 1, and is to be invested in bonds of this issue at a maximum price of 110 and accrued interest, the bonds so purchased to be canceled. If in any year sufficient bonds to absorb the fund cannot be purchased on proposals at or under the maximum price, any unexpended remainder of the sinking fund payment is to be returned to the general funds of the Company, and its obligation to purchase bonds during that year therewith ceases.

Changes during year

Purchased from company for sinking fund and canceled.....\$321,000

C. B. & Q. Sinking Fund 4's of 1922

(Denver Extension)

Secured by the deposit with the trustee of an equal amount of first mortgage bonds of the railroad companies whose roads are described below, viz.:

Republican Valley R. R. Co.

	Miles
West line of Red Willow County, Neb., to west line of Nebraska.....	72.60
Nemaha, Neb., to Beatrice, Neb.....	65.19
Nemaha, Neb., to Salem, Neb.....	17.73
Table Rock, Neb., to Wymore, Neb.....	39.09

Burlington & Colorado R. R. Co.

West line of Nebraska to Denver, Colo.....	174.87
Total.....	369.48

In addition to the above, the trustee holds \$540,000 out of a total of \$2,105,000 of Republican Valley R. R. Company's first mortgage bonds secured upon the mileage described below, the remaining \$1,565,000 of these bonds being held by the trustee of the C. B. & Q. R. R. Co. General Mortgage 4's of 1958.

	Miles
Aurora, Neb., to York, Neb.....	21.64
Aurora, Neb., to Central City, Neb.....	19.71
Aurora, Neb., to Grand Island, Neb.....	18.22
Beatrice, Neb., via Wymore, to Red Cloud, Neb.....	120.53
	180.10

Sinking fund payment, \$79,680 per annum, payable January 1 and July 1, is to be invested in bonds of this issue at a maximum price of par and accrued interest. Bonds to be drawn at maximum price if they cannot be purchased, and to be held uncanceled by the trustees until maturity. Interest on bonds held in the fund to be added to the semi-annual payments, and invested in the same manner. Of the \$7,310,200 bonds outstanding \$6,804,900 are now in the sinking fund of this issue.

Changes during year

Bought for and held uncanceled in sinking fund \$426,300

C. B. & Q. Sinking Fund 4's of 1921**No underlying securities**

Of the \$3,549,000 bonds outstanding, \$3,546,000 are now in the sinking fund of this issue.

Changes during year

Purchased and canceled\$7,000

SINKING FUND ASSETS ON DECEMBER 31, 1919

Name of Fund and Security	Securities in Funds	Cash in Fund	Total
	Par Value		
SINKING FUND			
C. B. & Q. R. R. 4 and 5 per cent bonds of 1919 (Iowa Division).....		\$ 23.22	\$ 23.22
C. B. & Q. R. R. 4 per cent bonds of 1921.....	\$ 3,546,000.00	6,331.01	3,552,331.01
C. B. & Q. R. R. 4 per cent bonds of 1922 (Denver Extension).....	7,231,200.00	82,341.72	7,313,541.72
Total.....	\$10,777,200.00	\$88,695.95	\$10,865,895.95

MAINTENANCE OF WAY AND STRUCTURES
(ALL FEDERAL)

Maintenance of Way and Structures (All Federal)	1919	1918	Increase	Decrease
Superintendence.....	\$ 1,254,129.05	\$ 1,093,303.29	\$ 160,825.76	
Roadway maintenance.....	2,632,020.62	2,339,189.70	292,830.92	
Tunnels and subways.....	3,224.45	2,222.80	1,001.65	
Bridges, trestles and culverts.....	1,074,698.22	1,321,387.88		\$ 246,689.66
Ties.....	2,422,080.29	2,091,985.96	330,094.33	
Rails.....	699,752.60	139,364.15	560,388.45	
Other track material.....	1,125,660.75	729,100.41	396,560.34	
Ballast.....	366,329.53	257,514.92	108,814.61	
Track laying and surfacing.....	6,585,447.96	6,547,246.04	38,201.92	
Right-of-way fences.....	297,782.23	222,021.40	75,760.83	
Snow and sand fences and snowsheds.....	27,127.66	22,214.88	4,912.78	
Crossings and signs.....	298,017.20	271,704.72	26,312.48	
Stations and office buildings.....	727,303.00	699,929.99	27,373.01	
Roadway buildings.....	157,695.45	248,744.82		91,049.37
Water stations.....	544,713.26	501,375.72	43,337.54	
Fuel stations.....	154,514.89	161,854.94		7,340.05
Shops and engine houses.....	656,362.80	977,213.51		320,850.71
Storage warehouses.....	381.71	130.60	251.11	
Wharves and docks.....	750.87	17,278.01		16,527.14
Telegraph and telephone lines.....	368,475.50	202,174.77	166,300.73	
Signals and interlockers.....	496,996.65	410,342.51	86,654.14	
Power plant buildings.....	8,186.82	6,944.30	1,242.52	
Power distribution systems.....	12,653.92	1,758.64	10,895.28	
Power line poles and fixtures.....	2,766.46	691.59	2,074.87	
Miscellaneous structures.....	152,967.05	127,491.09	25,475.96	
Paving.....	1,017.07	424.96	1,442.03	
Roadway machines.....	194,780.08	171,565.46	23,214.62	
Small tools and supplies.....	217,676.21	220,855.98		3,179.77
Removing snow, ice and sand.....	342,506.45	491,538.68		149,032.23
Assessments for public improvements.....	9,723.15	75,142.14		65,418.99
Injuries to persons.....	208,915.48	157,997.35	50,918.13	
Insurance.....	18,039.64	113,826.07		95,786.43
Stationery and printing.....	40,355.76	36,170.43	4,179.33	

**COMPARATIVE STATEMENT OF OPERATING EXPENSES—CORPORATE
AND FEDERAL COMBINED—CONTINUED**

MAINTENANCE OF WAY AND STRUCTURES— CONTINUED. (ALL FEDERAL)	1919	1918	INCREASE	DECREASE
Other expenses.....	\$ 1,596.14	\$ 972.55	\$ 623.59	.....
Maintaining joint tracks, yards and other facilities—Dr.	816,398.14	633,849.77	182,548.37	.....
Maintaining joint tracks, yards and other facilities—Cr.	433,404.20	298,300.27	.....	\$ 135,103.93
Total.....	\$21,487,642.86	\$19,996,385.84	\$1,491,257.02	.....
MAINTENANCE OF EQUIPMENT (ALL FEDERAL)				
Superintendence.....	\$ 750,787.43	\$ 636,692.62	\$ 114,094.81	.....
Shop machinery.....	940,849.62	997,507.30	.....	\$ 56,657.68
Power plant machinery.....	112,626.77	80,919.00	31,707.77	.....
Steam locomotives—repairs.....	11,191,888.56	11,268,444.18	.....	76,555.62
Steam locomotives—depreciation.....	1,478,985.59	1,029,503.45	449,482.14	.....
Steam locomotives—retirements.....	31,323.30	25,366.26	.....	5,957.04
Freight train cars—repairs.....	11,334,327.35	10,258,708.79	1,075,618.56	.....
Freight train cars—depreciation.....	3,804,219.14	2,642,283.65	1,161,935.49	.....
Freight train cars—retirements.....	319,313.61	157,412.29	.....	161,901.32
Passenger train cars—repairs.....	1,615,571.64	1,416,018.89	199,552.75	.....
Passenger train cars—depreciation.....	293,237.15	251,956.52	41,280.63	.....
Passenger train cars—retirements.....	19,877.65	30,356.68	10,479.03	.....
Motor equipment of cars—repairs.....	3,862.58	4,244.40	.....	381.82
Motor equipment of cars—depreciation.....	600.00	722.04	.....	122.04
Floating equipment—repairs.....	3,233.68	1,315.90	1,917.78	.....
Floating equipment—depreciation.....	500.04	500.04	.....	.....
Work equipment—repairs.....	689,620.03	665,768.86	23,853.17	.....
Work equipment—depreciation.....	233,297.59	233,278.09	19.50	.....
Work equipment—retirements.....	4,081.79	13,913.57	.....	9,831.78
Injuries to persons.....	135,345.93	109,974.43	25,371.50	.....
Insurance.....	32,184.76	198,018.99	.....	165,834.23
Stationery and printing.....	26,369.58	25,208.68	1,160.90	.....
Other expenses.....	2,139.32	639.16	1,500.16	.....
Maintaining joint equipment of terminals—Dr.	145,546.78	108,214.36	37,332.42	.....
Maintaining joint equipment of terminals—Cr.	6,360.26	Cr. 3,709.17	.....	2,651.09
Total.....	\$32,422,400.51	\$29,726,986.52	\$2,695,413.99	.....

TRAFFIC (ALL FEDERAL)					
Superintendence.....	\$ 451,847.25	\$ 433,310.66	\$ 18,536.59	.....	.....
Outside agencies.....	321,399.88	446,421.37	.....	\$ 124,521.49	.....
Advertising.....	82,045.99	93,748.69	.....	11,702.70	.....
Traffic associations.....	98,350.34	106,707.35	.....	8,357.01	.....
Industrial and immigration bureaus.....	10,644.85	11,467.50	.....	822.65	.....
Insurance.....	73.80	411.16	.....	337.36	.....
Stationery and printing.....	99,594.56	117,719.80	.....	18,125.24	.....
Other expenses.....	.46	9.78	.....	9.32	.....
Total.....	\$ 1,064,457.13	\$ 1,209,796.31	.....	\$ 145,339.18	.....
TRANSPORTATION (ALL FEDERAL)					
Superintendence.....	\$ 1,231,187.93	\$ 1,082,705.65	\$ 148,482.28	.....	.....
Dispatching trains.....	932,882.46	801,487.14	131,395.32	.....	.....
Station employees.....	8,731,717.92	7,719,720.39	1,011,997.53	.....	.....
Weighing, inspection and demurrage bureaus.....	182,175.86	151,929.13	30,246.73	.....	.....
Station supplies and expenses.....	451,374.96	403,208.49	48,166.47	.....	.....
Yardmasters and yard clerks.....	1,117,873.50	959,540.63	158,332.87	.....	.....
Yard conductors and brakemen.....	3,296,652.74	3,666,173.65	.....	\$ 369,520.91	.....
Yard switch and signal tenders.....	322,795.84	220,846.31	101,949.53	.....	.....
Yard enginemen.....	2,003,450.72	2,118,554.83	.....	115,104.11	.....
Fuel for yard locomotives.....	1,952,741.78	2,082,130.15	.....	129,388.37	.....
Water for yard locomotives.....	152,547.23	150,852.19	1,695.04	.....	.....
Lubricants for yard locomotives.....	12,602.49	15,902.36	.....	3,299.87	.....
Other supplies for yard locomotives.....	48,503.88	50,237.49	.....	1,733.61	.....
Enginehouse expenses—yard.....	954,849.63	791,786.76	163,062.87	.....	.....
Yard supplies and expenses.....	48,108.31	47,787.40	320.91	.....	.....
Operating joint yards and terminals—Dr.....	1,920,602.63	1,373,902.75	546,699.88	.....	.....
Operating joint yards and terminals—Cr.....	217,557.55	98,587.52	.....	118,970.03	.....
Train enginemen.....	5,687,350.45	5,839,172.76	.....	151,822.31	.....

COMPARATIVE STATEMENT OF OPERATING EXPENSES—CORPORATE AND FEDERAL COMBINED—CONTINUED

TRANSPORTATION—CONTINUED (ALL FEDERAL)		1919	1918	INCREASE	DECREASE
Train motormen.....	\$ 4,604.32	\$ 3,674.91		\$ 929.41	
Fuel for train locomotives.....	11,647,619.91	11,839,983.21			\$ 192,363.30
Train power purchased.....	7,806.41	7,887.96			81.55
Water for train locomotives.....	584,037.40	578,632.74		5,424.66	
Lubricants for train locomotives.....	111,533.96	118,168.02			6,634.06
Other supplies for train locomotives.....	203,923.60	217,870.65			13,947.05
Enginehouse expenses—train.....	3,076,325.00	2,337,010.63		739,314.37	
Trainmen.....	6,119,860.78	5,893,229.40		226,631.38	
Train supplies and expenses.....	3,026,187.57	3,010,696.81		15,490.76	
Signal and interlocker operation.....	309,943.20	235,674.83		74,268.37	
Crossing protection.....	388,210.97	296,084.00		92,126.97	
Drawbridge operation.....	21,701.47	18,279.34		3,422.13	
Telegraph and telephone operation.....	479,771.94	444,818.27		34,953.67	
Operating floating equipment.....	8,146.43	8,594.83			448.40
Stationery and printing.....	316,246.27	321,455.29			5,209.02
Other expenses.....	35,865.18	37,572.83			1,707.65
Operating joint tracks and facilities—Dr.....	437,980.91	282,590.45		155,390.46	
Operating joint tracks and facilities—Cr.....	403,226.99	185,633.40			217,593.59
Insurance.....	18,729.37	112,466.70	Cr.		93,737.33
Clearing wrecks.....	245,505.93	262,848.64			17,342.71
Damage to property.....	278,353.45	211,114.82		67,238.63	
Damage to live stock on right of way.....	186,128.23	150,896.76		35,231.47	
Loss and damage—freight.....	3,204,214.64	2,195,713.82		1,008,500.82	
Loss and damage—baggage.....	6,270.10	5,751.08		519.02	
Injuries to persons.....	1,024,889.01	1,042,469.63			17,580.62
Total.....	\$60,170,509.84	\$56,825,202.78		\$3,345,307.06	

MISCELLANEOUS OPERATIONS (ALL FEDERAL)							
Dining and buffet service.....	\$ 1,075,372.63	\$ 868,584.00	\$ 206,788.63	.....	.....	.....	.....
Hotels and restaurants.....	446,171.19	258,265.07	187,906.12	.....	.....	.....	.....
Stockyards.....	265,326.68	243,873.03	21,453.65	.....	.....	.....	.....
Total.....	\$ 1,786,870.50	\$ 1,370,722.10	\$ 416,148.40	.....	.....	.....	.....
GENERAL (CORPORATE AND FEDERAL)							
Salaries and expenses of general officers.....	\$ 280,419.25	\$ 256,440.04	\$ 23,979.21	.....	.....	.....	.....
Salaries and expenses of clerks and attendants.....	2,495,825.88	2,004,528.75	491,297.13	.....	.....	.....	.....
General office supplies and expenses.....	107,835.39	107,578.31	257.08	.....	.....	.....	.....
Law expenses.....	303,271.38	266,497.60	36,773.78	.....	.....	.....	.....
Insurance.....	7,361.15	5,440.24	1,920.91	.....	.....	.....	.....
Relief department expenses.....	143,199.09	132,276.83	10,922.26	.....	.....	.....	.....
Pensions.....	43,809.87	27,377.08	16,432.79	.....	.....	.....	.....
Stationery and printing.....	104,724.22	104,539.56	184.66	.....	.....	.....	.....
Valuation expenses.....	549,849.67	503,845.59	46,004.08	.....	.....	.....	.....
Other expenses.....	115,934.45	62,088.97	53,845.48	.....	.....	.....	.....
General joint facilities—Dr.....	34,128.79	34,087.73	41.06	.....	.....	.....	.....
General joint facilities—Cr.....	Cr. 2,511.96	Cr. 1,844.39	.....	.....	.....	.....	.....
Total.....	\$ 4,183,847.18	\$ 3,502,856.31	\$ 680,990.87	.....	.....	.....	.....
Transportation for investment—Cr.....	Cr. 337,926.86	Cr. 457,972.18	120,045.32	.....	.....	.....	.....
Total operating expenses.....	\$120,777,801.16	\$112,173,977.63	\$ 8,603,823.48	.....	.....	.....	.....
Operating ratio.....	78.42%	77.81%	0.61%	.....	.....	.....	.....

THE COLORADO & SOUTHERN RAILWAY COMPANY
COMPARATIVE STATEMENT OF CORPORATE INCOME

Years Ended December 31

1919		1918
\$2,481,211.88	Standard return.....	\$2,481,211.88
\$ 50,251.79	Operating expenses (general).....	\$ 16,000.61
.....	War tax accruals.....	44,000.00
\$ 50,251.79	Total operating expenses and taxes.....	\$ 60,000.61
\$2,430,960.09	Net.....	\$2,421,211.27
NON-OPERATING INCOME		
\$ 59,476.23	Rents.....	\$ 58,292.62
1,430,820.99	Dividends and miscellaneous interest.....	1,157,275.76
285,429.38*	Miscellaneous income.....	242,112.25*
\$1,775,726.60	Total non-operating income.....	\$1,457,680.63
\$4,206,686.69	Gross income.....	\$3,878,891.90
DEDUCTIONS FROM GROSS INCOME		
\$ 111,959.97	Rents.....	\$ 112,422.90
2,105,095.45	Interest on funded debt.....	2,160,018.00
1,750.24	Interest on unfunded debt.....	90.33
13,539.28	Amortization of discount on funded debt.....	13,729.31
190,395.38*	Miscellaneous income charges.....	216,260.20*
\$2,422,740.32	Total deductions from gross income.....	\$2,502,520.74
\$1,783,946.37	Net income.....	\$1,376,371.16
DISPOSITION OF NET INCOME		
\$ 680,000.00	Dividends.....	\$ 680,000.00
\$ 680,000.00	Total disposition of net income.....	\$ 680,000.00
\$1,103,946.37	Income balance.....	\$ 696,371.16

*Includes "Lap-over" items credited and charged by Federal Administration.

QUINCY, OMAHA & KANSAS CITY RAILROAD COMPANY**STATEMENT OF CORPORATE INCOME**

Year Ended December 31, 1919

Standard Return (annual compensation named in agreement with
Director General of Railroads)..... \$ 29,396.50

OPERATING EXPENSES (General)

General office supplies and expenses.....	\$ 157.45	
Stationery and printing.....	51.46	
Total operating expenses.....	\$ 208.91	
War tax accruals.....	1,966.51	\$2,175.42
		<u>\$27,221.08</u>

NON-OPERATING INCOME

Income from lease of road.....	\$1,800.00	
Miscellaneous rent income.....	205.04	
Miscellaneous income.....	6,113.27	\$ 8,118.31
Gross income.....		<u>\$ 35,339.39</u>

DEDUCTIONS FROM GROSS INCOME

Miscellaneous income charges.....		\$ 4,711.53
Income balance transferred to Profit and Loss.....		<u>\$ 30,627.86</u>

STATEMENT OF FEDERAL INCOME

Year Ended December 31, 1919

OPERATING INCOME

Railway operating revenues.....	\$1,117,414.76	
Railway operating expenses.....	1,233,752.61	
Net revenue from railway operations.....		Def. \$116,337.85
Railway tax accruals.....	\$ 48,175.97	
Uncollectible railway revenues.....	89.64	48,265.61
Operating income.....		<u>Def. \$164,603.46</u>

NON-OPERATING INCOME

Rent from locomotives.....	\$ 4,035.50	
Rent from passenger-train cars.....	220.50	
Rent from work equipment.....	1,957.75	
Joint facility rent income.....	113.14	
Income from unfunded securities and accounts.....	78.36	
Miscellaneous income.....	4,677.61	\$ 11,082.86
Gross income.....		<u>Def. \$153,520.60</u>

DEDUCTIONS FROM GROSS INCOME

Hire of freight cars—Debit balance.....	\$ 6,492.87	
Rent for locomotives.....	11,475.00	
Rent for passenger-train cars.....	266.27	
Rent for work equipment.....	254.27	
Joint facility rent.....	31,910.86	
Miscellaneous income charges.....	6,113.27	\$ 56,512.54
Income balance transferred to Profit and Loss.....		<u>Def. \$210,033.14</u>

QUINCY, OMAHA & KANSAS CITY RAILROAD COMPANY
CORPORATE AND FEDERAL COMBINED
INCOME ACCOUNT

Year Ended December 31, 1919, compared with previous year

1919	OPERATING REVENUES	1918
\$ 732,310.51	Freight.....	\$ 743,913.76
308,832.62	Passenger.....	243,288.55
28,080.00	Mail.....	25,361.23
23,267.91	Express.....	27,095.79
14,244.77	Miscellaneous.....	8,717.09
10,678.95	Incidental.....	9,448.79
\$1,117,414.76	Total operating revenue.....	\$1,057,825.21
	OPERATING EXPENSES	
\$ 409,701.79	Maintenance of way and structures.....	\$ 423,223.41
211,457.97	Maintenance of equipment.....	248,961.70
2,673.38	Traffic.....	9,319.28
596,122.54	Transportation.....	619,174.18
16,941.49	General.....	22,568.66
Cr. 2,935.65	Transportation for investment—Cr.....	Cr. 469.93
\$1,233,961.52	Total operating expenses.....	\$1,322,777.30
Def.\$116,546.76	Net operating revenue.....	Def.\$264,952.09
\$ 50,142.48	Railway tax accruals.....	\$ 34,453.55
89.64	Uncollectible railway revenue.....	42.85
\$ 50,232.12		\$ 34,496.40
Def.\$166,778.88	Operating income.....	Def.\$299,448.49
	NON-OPERATING INCOME	
\$ 6,213.75	Hire of equipment.....	\$ 3,081.30
113.14	Joint facility rent income.....	124.40
1,800.00	Income from lease of road.....	1,800.00
205.04	Miscellaneous rent income.....	142.04
78.36	Income from unfunded securities and accounts..	112.10
37.67	Miscellaneous income.....	
\$ 8,447.96	Total non-operating income.....	\$ 5,259.84
Def.\$158,330.92	Gross income.....	Def.\$294,188.65
	DEDUCTIONS FROM GROSS INCOME	
\$ 18,488.41	Hire of equipment.....	\$ 16,305.51
31,910.86	Joint facility rents.....	35,079.92
71.59	Miscellaneous income charges.....	
\$ 50,470.86	Total deductions from gross income.....	\$ 51,385.43
Def.\$208,801.78	Income balance.....	Def.\$345,574.08

